

SAILING DIRECTIONS.

W. bound to the Southward.

When Race Pt Lt. bears S.E. by E. (S 65° 30' E.) distant two nautical miles, steer S.S.E. (S. 40° E.) full one nautical mile from shore, until Long Pt Lt opens, then haul up N.E.E. (N 40° E.) along shore, when the Town Hall opens clear of Long Pt Lt, stand in for it on the course N.W. by S. 33° E. until Long Pt bears S.W. then turn N.W. by S. 33° E. for a distance of two miles, then turn N.E. by S. 33° E. to the Harbour.

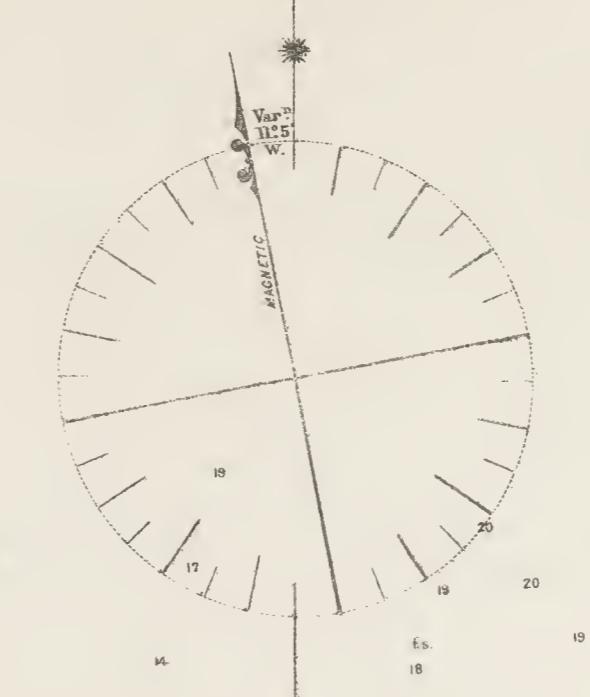
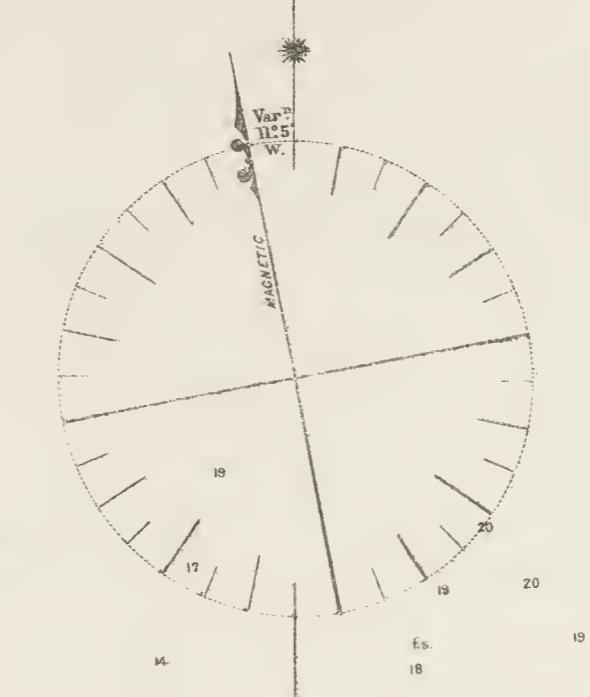
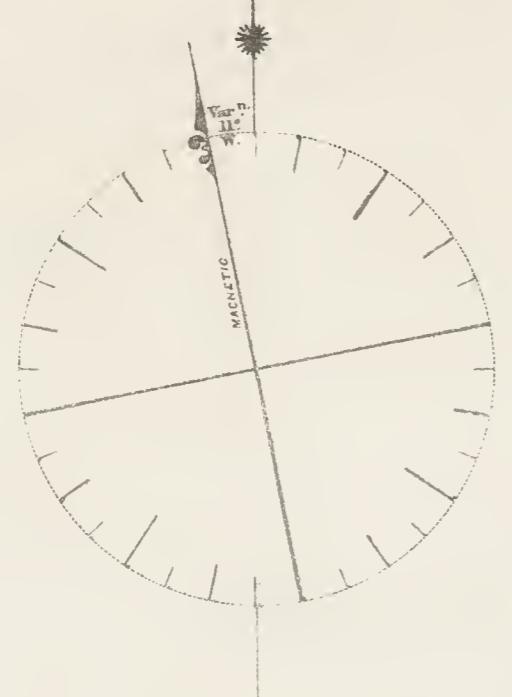
This Harbour of Refuge presents a good anchorage for a fleet of the very largest class of vessels. It is so completely land locked as to be secure against gales, and free from a heavy swell.

Provincetown Harbour is accessible with a North East wind, but care should be taken to keep in shore, a long time stand on the Port tack towards Town Pt. the Harbour is best entered on the starboard tack.

Dangers. Shunk Painter & Wood End Bars, extend between Race Pt and Long Pt about one mile from the shore; Long Pt Bar makes off S. from Long Pt Lt to N.N.E.

Extensive flats lie to the eastward of the Harbour along Town shore, they should gradually, but the shore should not be approached nearer than one mile.

Note. The Courses and Bearings without the brackets are Magnetic, those within are True.



NORTH AMERICA. EAST COAST.  
MASSACHUSETTS.

CAPE COD OR PROVINCETOWN  
HARBOUR.

FROM A SURVEY BY

MAJOR JAMES D. GRAHAM U.S. CORPS OF TOPOGRAPHICAL ENGINEERS

1841 with corrections to 1857.

Race Point Light House Lat. 42° 3' 42" N. Long. 70° 14' 15" W.

c. course, cl. day, g. gravel, h. hard, m. mud, s. sand, sh. shells, s. soft.

H.W.F. & C. XI<sup>th</sup> 22<sup>nd</sup> Springs rise 10 ft. Maps 2 ft.

Magnetic Variation in 1862 increasing 5 annually.

SOUNDINGS IN FATHOMS.

10 Cables 0 1 Sea Mile  
Natural Scale 1:24,000

